

## MATSONIA MECCA FOR HOST OF VISITORS

Preparations have been completed for the entertainment of hundreds of visitors to the new and palatial liner Matsonia, which will be thrown open to the general public between the hours of 3 and 6 o'clock this afternoon.

Captain William Matson, president and general manager of the line that bears his name, Captain C. W. Saunders, master of the vessel, representatives from Castle & Cooke, the local representatives for the Matson Navigation Company will be found in the receiving line.

Local musicians will furnish melody, native and popular airs being included in the program.

Chief Steward Joseph Farrell and his assistants have a tempting menu of light refreshments. Officers identified with the liner will act as guides over the new ship and an opportunity for a complete inspection will be afforded each caller this afternoon.

The Matsonia will lay at Pier 15 (Queen street wharf). The vessel is to sail for San Francisco at 10 o'clock tomorrow morning.

## TRANSPORT BRINGING OFFICERS FOR OAHU

The army transport Sherman, due from San Francisco some time Thursday, brings several officers for the Hawaiian department. Among them is Lieutenant-colonel W. E. Ellis, C. A. C., who is to relieve Major Timberlake of command at Fort Ruger.

Major Wooten and Coe leave here on the Sherman for Guam, to inspect fortification sites there, and return here via Manila.

Those who were booked before the departure of the last mainland mail were Lieutenant-colonel W. E. Ellis, coast artillery corps, en route to Fort Ruger, Hawaii; Capt. Guy V. Henry, cavalry, en route to Manila; Major M. A. De Laney, medical corps, who goes to Honolulu, and Lieutenant J. H. Dickey, 5th cavalry, en route to the Philippines.

Much Rain on Windward Hawaii.

Much beneficial rain has fallen along the coast of windward Hawaii according to the report brought to this city this morning with the return of Purser Phillips in the Inter-island steamer Mauna Kea. The flagship brought a small cargo and a fair-sized list of cabin and deck passengers. Better weather conditions are noted in crossing the channels. The freight list included 10 cords of wood, a quantity of native hard woods, shipments of empty drums and 125 packages of sundries. The vessel is scheduled to sail for Hilo and way ports at 10 o'clock tomorrow morning.

Sonoma Can Accommodate Freight.

C. Brewer and Company have been advised by cable that the Oceanic liner Sonoma, now enroute from Sydney, N. S. W., by the way of Pago Pago, can accommodate about 900 tons of additional cargo upon arrival here. The Sonoma departed from Australia with a large amount of refrigerated cargo, a portion of which will be discharged at Honolulu. The cable states that the vessel has 65 cabin and 60 second class passengers. Ninety additional travelers have been booked at the office for San Francisco.

## PASSENGERS ARRIVED

Per str. Mauna Kea from Hilo and way ports.—From Hilo: A. C. Wheeler, C. J. Pease and wife, Mrs. Kamau, Misses Kamau (2), Mrs. D. Marcellino and child, Mrs. D. K. Kala, Geo. K. Trimble, H. W. Thrum, Jno. Deitor, N. Watkins, H. M. Walt, McDevitter and wife, T. M. Huntington, Mrs. Haselton and child, Miss L. Rowland, Mrs. E. Lelaioha and child, L. Kekoa, Geo. Abin, E. G. Mabey, C. W. Vanatta, En Kong Weng, J. G. Carter, H. D. Carter, L. Kapahua, A. Atona, D. Kakalia, Wm. Brown, E. Desha, E. C. Wilfongh, John Mahuka. From Lahaina: W. O. Smith, Bishop H. B. Resnick, H. Glade, D. B. Murdoch, Miss I. Davidson, H. B. Weller, W. R. Patterson, R. E. Bond, E. T. Turner, K. Honda, J. Onishi, K. Larsen, E. Murphy, A. Garcia, J. Jaeger, A. S. Prescott, P. R. Melchert.

Per M. N. S. S. Lurline, from San Francisco, Feb. 10.—For Honolulu: Miss Elizabeth Banschbach, Miss Emma Banschbach, Miss Lillie Banschbach, Mrs. Mary Banschbach, Rev. J. Knox, Bodel, S. W. Crook, Douglas Damon, Jack Ellis, Mrs. Jack Ellis and child, Jno. Eyrer, Arthur Green, Mrs. Arthur Green, Mrs. J. W. Hill, Miss G. Holmes, C. D. Howett, Lincoln Johnson, Miss F. K. Keizle, Mrs. Alice Kroyer, J. Scott Leary, Wm. R. McWood, Dr. R. Merrill, Geo. H. Muge, H. D. Owens, Walter Pomroy, Mrs. L. Scherbert, Otto Schultz, W. H. Sale, B. P. Seaton, B. R. Small, B. Taylor, Jno. Thompson, Henry Thompson, Mrs. Henry Thompson, G. C. Willson, W. H. Willson, Mrs. W. H. Willson, Mrs. E. Carriagan.

## TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Feb. 9	4.14	2.1	3.30	8.78	10.35	6.33	5.56	5.55
10	3.50	2.1	4.06	9.27	10.53	6.32	5.57	5.56
11	4.35	2.0	4.54	10.17	11.19	6.32	5.57	7.30
12	5.20	1.8	5.44	11.06	11.13	6.31	5.58	8.23
13	6.05	1.5	6.20	12.18	—	6.30	5.59	9.25
14	6.41	1.4	6.04	12.41	0.15	6.30	5.59	10.21
15	6.40	1.5	6.34	1.12	1.24	6.29	5.59	11.30

Full moon Feb. 10th at 7:04 a.m.

## MARITIME MATTERS

The schooner Melrose, with lumber for Honolulu is now out 11 days from Eureka, Cal.

The last of a shipment of lumber is being discharged from the bark Albert now at Hilo. This vessel is to return to a Puget Sound port.

A delegation of Japanese and Filipinos returned to the Orient in the Pacific Mail liner China, that sailed for the Orient at 10 o'clock this morning.

The ship Marion Chilcott has been placed on the berth to load another shipment of fuel oil at Gaviota for the Honolulu branch of the Associated Oil Company.

News is awaited of the arrival of the schooner Defender with general cargo from San Francisco, destined for Hana, Maui. The vessel sailed from the Golden Gate 26 days ago.

It is reported that the British steamer Hurst has been placed on the berth at Newcastle, N. S. W., to load coal for Honolulu. The date of departure has not yet been announced.

From Port Blakeley with lumber consigned to Allen & Robinson, the schooner Helene is nearing port and due to arrive here daily. The vessel was 29 days out from the Pacific coast today.

Preparations have been made to receive many hundred visitors aboard the Matson Navigation liner Matsonia this afternoon. Visitors will be welcomed between the hours of 3 and 6 o'clock.

The British freighter Ecclesia, with more than 5000 tons of Australian coal, is due to arrive at Honolulu about Feb. 15. The vessel has fuel for the Inter-island Steam Navigation Company.

The first shipment of phosphate rock from the south seas to arrive here in some months will be the consignment to be forwarded in the British freighter Baron Polwarth expected here from Makatea in April.

During the stay of the Pacific Mail liner China at this port, a guard was maintained over a score or more of Chinese and Japanese. In some instances, the Chinese were brought from New York and cities in the Middle West.

Following the American-Hawaiian freighter Arizona that is scheduled to arrive here about February 17, the steamer Mexican is reported to be due at this port March 1. At this season of the year large cargoes of mainland merchandise are the rule.

That the schooner Halcyon, disabled at Hilo, will be brought to Honolulu for repairs is again mooted. This vessel has been pronounced as unseaworthy by a board of survey. Officers and seamen filed depositions with the federal authorities at Honolulu.

No report from the big ship John Ena, en route from Philadelphia to Honolulu, has so far been received, though this vessel sailed from the east coast of the United States 72 days ago. The John Ena is to take a full cargo of sugar for a round-the-horn passage.

The Oceanic liner Ventura with a large list of cabin and second class passengers is reported to have sailed from San Francisco for Honolulu, Pago Pago and Sydney this afternoon. This vessel should reach the port early Monday morning, provided favorable weather is encountered.

Coal brought by the British steamer Ecclesia from Newcastle is expected to be discharged before the arrival of the freighter Strathendrick, which has sailed from the Australian port with 5400 tons of coal for the Inter-island. The Strathendrick is expected here about Feb. 25th.

The steamer Matsonia will be shifted from Pier 15 to Pier 15 in ample time for dispatch from that wharf at 10 o'clock tomorrow morning. The Matsonia will sail with 7000 tons of island products, while 160 intending passengers have been booked for San Francisco at the agency of Castle & Cooke.

On account of the large number of tourists in town, who own their own automobiles and who are ignorant of the regulations which prohibit machines from going on the piers, the board of harbor commissioners, upon the suggestion of the harbor master, this morning authorized the placing of signs at the entrance of each pier prohibiting machines entering.

## VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Tuesday, Feb. 10.  
YOKOHAMA — Sailed, Feb. 7, S. S. Mongolia, for Honolulu.  
SAN FRANCISCO — Sailed, Feb. 10, 2:25 p. m., S. S. Ventura, for Honolulu.  
Arrived, Feb. 10, ship Falls of Clyde, hence Jan. 16.  
COMON, B. C. — Arrived, Feb. 9, S. S. Strathendrick, hence Jan. 30.  
W. W. THAYER, attorney-general, and Land Commissioner Joshua Tuck et al. leave tomorrow for Hilo, where they probably will be joined by A. W. Carter and journey up to the Puukapu lands above Waipio valley, to view the proper time over which the water right controversy has arisen.

## LURLINE WILL ENTER NEW SERVICE

With the completion of one more round trip to Honolulu, the Matson Navigation steamer Lurline, an arrival from the coast this morning, will operate in conjunction with the new steamer Manoa, on a new schedule between San Francisco, Honolulu and Kahului, Maui.

It is planned that the Lurline make two trips to the islands during the month of March. Offerings from mainland shippers for ports other than Honolulu are said to have increased to a marked extent within the past few months.

Captain M. A. Madsen reported fine weather on the trip concluded at noon today. Owing to the Matsonia being shifted to Pier 15, the Lurline was obliged to take up a temporary berth at Pier 16.

Thirty-eight cabin and four steerage passengers reached port. Mail amounting to 18 sacks was received. Included in a cargo of 3996 tons were ten autos and one large stick of timber weighing many tons, consigned to the Hawaiian Dredging Company.

The Lurline will be dispatched for Kahului on Thursday evening.

## JAPAN'S BIGGEST DRYDOCK IS FINISHED

Elaborate ceremonies attended the opening of the immense drydock at Maizuru naval port near Nagasaki, Japan.

The work on the dock was started in April on the 41st year of Meiji, and will be completed in March. The drydock measures 750 feet in length, 180 feet in width and 35 feet in depth, and can accommodate warships of the newly built Kongo type, measuring 704 feet in length, 92 feet beam, and 27 foot draft, with 27,500 tons displacement. This, however, is not the largest drydock in the empire, the Sasebo Dockyard measuring 750 feet 7 inches in length, 111 feet 5 inches in width, and 41 feet in depth, and the Kure Dockyard 720 feet in length, 109 feet in width and 37 feet 3 inches in depth.

The Yokosuka dock, now building, is the largest in the Orient with a depth of 795 feet, width 122 feet, and depth 41 feet 9 inches. The work was commenced in the 44th year of Meiji and is expected to be completed in the fifth year of Taisho. Upon the completion of this dockyard, such a super-dreadnought type as the Kongo will not have to be transferred to Kure for repair purposes.

## ARMY AND NAVY NOTES

Additional naval force for the Pacific coast would be provided by a bill introduced in the house by Representative Hayes of California. The measure contemplates a "mobile defense" for Pacific coast ports and would appropriate \$5,350,000, of which \$1,000,000 would be immediately available to build eight submarine torpedo boats on the coast.

The establishment and maintenance of an international patrol of the oceans to safeguard vessels is the prediction contained in a report of the international conference at sea, now meeting in London, which has been received by Secretary Redfield and made public by him. The question of derelicts and icebergs and the methods of handling them provokes much discussion, it is declared, but "there is little doubt," says the report, "that maritime nations heretofore will join in the ice patrol and the removal of derelicts."

The conference is expected to adjourn some time between January 15 and 20, about 20 days later than it at first anticipated. The report received by Secretary Redfield dealt principally with the organization of the conference, and told of the great weight attached by delegates from other nations to the recommendations of the American delegation who has numbered among its personnel a majority of practical seamen. The proceedings of the conference are secret and the convention adopted is to be submitted to the legislative bodies of the various governments as an executive document.

April 27 has been fixed as the date for the unveiling of the Confederate memorial in Arlington national cemetery, announcement to this effect being made at a meeting of the Sons of Confederate Veterans at Memorial Home on Vermont avenue, last night. The board of trustees of the Confederate Memorial Home also held a brief business meeting last night.

## GERMAN OFFICERS MAY NOT TAKE WOMAN'S ARM

Kaiser Issues an Order Stating That Forbidden Action Is Unmanly

[By Latest Mail] LONDON — A Berlin dispatch to the Daily Mail says the Kaiser has issued a cabinet order forbidding an officer to take the arm of any woman, including his wife, while walking with her.

The order says that if there is any arm taking it must be done by the

## ADMIRAL MOORE PLAINSPOKEN IN AD CLUB SPEECH

(Continued from page one)

tariff and hopes to inspire some of the Texas Congressmen with his ideas when he returns. Hearty cheers were given for each of the visitors as they closed their short but striking speeches.

George B. Curtis and Thomas E. Wall called on the Ad Club to turn out in larger numbers for the march ing division of the Floral Parade and received answer that the division will be increased or the Ad Club will know why. Maui and the next civic convention were cheered on the receipt of a letter from E. R. Bevins telling of the "get together" dinner last week.

The main thing on the program was Admiral Moore's speech and the admiral was received with cheers that left no doubt as to his popularity. After the informal remarks already alluded to, he read a striking address on the industrial and economic situation of Hawaii and the prospects for the future. He referred to the necessity for strong armaments to secure and preserve peace for a country while its inhabitants build up the commerce. He declared also that great nations must depend on other things as well as military power and went on to speak of sea-trade as essential for the full development of America's greatness.

He told of the handicaps under which American shipping is struggling and in conclusion urged the Ad Club to do its share toward making Honolulu worth while for the ships of the world to visit and do its share toward seeing that the American merchant marine is assisted in its struggle for place in overseas commerce.

## SKIPPER WAS LOCKED IN CABIN

[By Latest Mail]

SAN FRANCISCO. — Captain Henry Lawrence, skipper of the British four-master Philadelphia, which came into port commanded by the crew and with the master locked in his cabin, told Alexander Carnegie Ross, British consul general, the story of the trip from Portland, on which the crew ousted him and managed the direction with the forced advice of the first and second officers.

Lay Captain Low. The Philadelphia left the Columbia river December 2 bound for Queenstown, Ireland. Three days out heavy weather was encountered. The steering gear became disabled and the crew insisted that the vessel put about. When their orders were ignored they swooped down upon the captain and overpowered him in his cabin.

From that time on a maritime form of chaos prevailed on the ship. The men deserted the fore-castle and established themselves in the after part of the craft—a section of a square rigger usually held inviolate by men before the mast.

Ordered to Return. Acting under their subordinate's orders, First, Mate S. N. Capon, D. Blackwell, second mate, and V. Daterria, the bo-sun, assisted in navigating the ship to this port. They were divested of all authority.

The Philadelphia's rigging was crippled; it had sprung several plates and was listing badly.

Captain Lawrence only wants to get rid of the crew and proceed on his journey. The crew allege he was intoxicated.

The case will be investigated by the British consul-general.

## REAL ESTATE TRANSACTIONS

Entered of Record Feb. 9, 1914.  
From 10:30 a. m. to 4:30 p. m.  
Bank of Hawaii Ltd Tr to Pioneer Mill Co Ltd.  
Trent Trust Co Ltd Tr to Gertrude B Dekum et al.  
Charles M Cooke Ltd to Gertrude T Curry.  
Gertrude T Curry and husband to Trent Trust Co Ltd.  
Kaneahakini two to Mrs. Martin H Timoteo.  
Brunswick-Balke-Collender Co. to Sako.  
Brunswick-Balke-Collender Co. to J. H. Ratta.  
Mary A Evans and husband to O'Brien.  
Algren (widow) to.  
Julia S Rice and husband to Cecil Brown.  
Brown et al. to Debra Trust.  
Kaukapili Church by Trs to E. Makamakaole Kanehahua.  
Frank Lewis to von Hamm-Young Co Ltd.  
Land Court.  
Daniel McCriston et al to First Amer Savs & Trust Co of Hawaii Ltd.  
Entered of Record Feb. 10, 1914.  
From 8:30 a. m. to 10:30 a. m.  
Geo W A Hamal to Mrs. Hattie A. Wilson.  
Hon Sing Co. to.  
Augustin Garaballo and wife to Joaquin Corral.  
Woman and not by the office.  
The Kaiser remarks that leaning for support on the arm of a woman is not conducive to manly bearing. It is quite common for men in Germany to take the arm of each woman companion.

## OUTGOING PASSENGERS ON THE S. S.

# MATSONIA

All Baggage Orders left with us will receive our personal attention.

City Transfer Co.

JAS. H. LOVE.

## SIR JAMES MILLS RESIGNS AS MANAGER

Sir James Mills, well known to the business community of Honolulu through a visit to this city at which time he perfected a passenger traffic agreement, calling for an interchange of tickets between the Canadian Australasian and the Matson Navigation lines in relation to the Honolulu and San Francisco business, is reported to have resigned as general manager of the Union Steamship Company while Charles Holdsworth, who is being promoted from the position of general manager to succeed Sir James Mills, is a son of the late Mr. J. G. Holdsworth, for many years Commissioner of Crown Lands in Wellington. He was born in Wellington and on completing his education at Wellington College he entered the service of the late Captain W. R. Williams, who was the owner of several sailing vessels running in the coal trade between Newcastle and Wellington, and also of some steamers trading between Wellington and the West Coast of the South Island. Captain Williams placed Mr. Holdsworth in charge of his Westport branch, and while he was stationed there the former sold his vessels to Union Company. Mr. Holdsworth then joined that company, and was its representative at

## DR. WILCOX TELLS OF PLANS TO AID FARMER THROUGH CREDIT UNIONS

Credit for the farmer to assist him in carrying on his work is the subject of a scheme the secretary of agriculture is working on now by which the urgent financial needs of the farmer may be met. Dr. E. V. Wilcox, speaking of this, says:

"The Jewish Farmers' Co-operative Credit Unions organized by the Jewish Agricultural and Industrial Aid Society of 174 Second avenue, New York city, has in operation a good system of loaning money to farmers. In the past 14 years the society has made 2800 loans to 2500 Jewish farmers, aggregating \$1,800,000 at an average interest of 4 per cent. The most of this money was loaned on personal credit. Since 1912 17 credit unions have been organized in various states. Each union raises \$500 or more by sale of shares to members. The aid society then loans the union \$1000 with which to begin operations. The 17 unions have 517 members and a capital of \$9,165. In their short existence they have loaned \$73,625.

"Agriculture has long been handicapped by the lack of rural credit facilities. President Wilson in his first message strongly recommended to Congress the enactment of proper laws to deal adequately with this Westport mail 1891, when he became its manager for Tasmania.

matter. The U. S. treasury places millions of dollars on deposit with certain banks to assist them in handling the business of the country. The banks pay no interest on this money. But if the farmers wish to use any of it, they must pay the banks a higher rate of interest than the business man pays. Credit unions have an equal right with banks to the consideration of the federal government. Farm land is the least destructible thing in the world, and the safest basis for a money loan. The secretary of agriculture is working on a scheme by which the urgent financial needs of the farmer may be adequately recognized by the federal government."

## OPENING DATE FIXED

ONSET, Mass. — The date for the official opening of the Cape Cod canal has been set for July 4, 1914. The announcement was contained in a letter from Supt. J. W. Miller of the canal company to the directors of the Cape Cod Board of Trade, which was made public today. A pageant is to be arranged to celebrate the opening.

Beginning at the head of Buzzard's bay, the canal cuts Cape Cod through to Massachusetts bay at Sandwich, making it possible for coastwise shipping to avoid the dangerous shoals of the present route.

## Here's An Enemy Of High Commissions

Hawaii Hochi is a friend of everyone who has anything to sell. Get away from the idea that you must split the purchase money with an auctioneer to get rid of your real estate, old houses and second-hand goods.

## Don't Take Your Goods To An Auctioneer

The Hawaii Hochi will sell them for you and charge you such a small commission that you will never miss it. Most important of all, it will sell your Real Estate, Old Houses, Automobiles, etc., rent or lease your Property without the slightest inconvenience to you.

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